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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. IX No. 25. CLEVELAND. O., JUNE 23, 1887. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Captain Dell Moffat is getting along with his broken leg as well as can be expected in fly time.

The Kelley Island Lime Co. has purchased the propeller Handy Boy of E. W. Hall, of Mt. Clemens for $11,000.

The flags on the shipping in the river and harbor were placed at half mast Tuesday, honor to the memory of Captain Philip Minch.

The new buildings for the reception of the iron shipbuilding plant at the Cleveland Shipbuilding Company's yard, are nearing completion.

The repairs to the propeller Robert Wallace have been completed by the Cleveland Drydock Co. and she got away on her first trip yesterday.

The Lyman Smith, pneumatic elevator will be tested to-day, on transferring grain in the presence of a number of prominent New York City and Buffalo capitalists.

The steamer Pearl, Captain Edwards, has commenced her regular trips between this port and the islands, connecting at Put-in-Bay with the Alaska for Detroit.

The rebuilt steamer Robert Wallace will fill a contract for a number of trips to Escanaba for ore. She clears to-day with Captain Brown at the bells and Engineer Stoddard in the engine room.

The propeller Cambria, Captain Cummings, measured distances with the Susquehanna on the way down, and Engineer McGinnis thinks she did not suffer in the test. We will soon have a fleet of grevhounds on the lakes.

The lakes again have the honor of launching the largest vessel to which official number was assigned for the week ended June 18. We refer to the Missoula for Captain Thomas Wilson. Her gross tonnage is 1926.28 and net 1585.33 tons.

The prompt move of the Cleveland Vessel Owners' Association and their request that the government take some action regarding the shoal place recently discovered on Lake Mchigan near Waugoschance light, deserves commendation. After the propeller Vienna was released from that place a fisherman's buoy was placed over it. The vessel men want a permanent buoy placed there. Captain McKay, of the Cleveland Transportation Co., has been active in the matter.

Meteorological summary for the week ending June 22:

Mean barometer	29.79
Mean temperature	74.4
Mean humidity	72.3
Total precipitation, inch	.44
Prevailing direction of wind	W.
Total wind movement	1124
Av. cloudiness	3.9
Av state of weather	Fair.
Max. temperature, highest	87.0
Min temperature, lowest	56.1

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

The barge Mary Stockton was seized by the United States marshal on the 18th to secure the payment of a claim for $122,46. The money is due Spiegle Bros. for supplies. At the instance of the crew of the vessel the freight list was attached to secure the pay of the sailors. The claimants are Captain M. P. Stewart, Stephen Green, Otis Rice, Joseph Green, and Albert NcNift. They presented a bill of $143.82 for wages.

The Detroit and Cleveland Steam Navigation Co. have prepared an unusually pleasant programme for their annual series of Fourth of July excursions. The popular excursions to Detroit have been arranged so as to allow pleasure-seekers a two days' stay in the city of the Straits. The tickets will be good leaving Cleveland either on Saturday or Sunday evenings, July 2d or 3d, and returning, will leave Detroit as late as Monday evening. On July 4th the elegant steamer City of Cleveland will give three lake rides, leaving her wharf at 10 a. m., and 2:30 and 7:30 p. m. The fare for these trips will be fifty cents, and the music will be furnished by the White Sewing Machine Band. As in the past, everything possible will be done to insure the enjoyment of all who may take advantage of the excursions.

There was a larger demand for coal tonnage yesterday than can be supplied and yet shippers were not inclined to pay any advance in rate. One dollar was asked as a rate to Milwaukee, but reports were conflicting as to any charters being made at that price. One owner claimed knowledge of one vessel engaged at that money, but shippers generally reported that nothing more than the old rate of 85 cents had been paid. Vessels chartered were the schooner Delaware, coal, Lorain to Milwaukee, on private terms; schooner Fleetwing, coal, Ashtabula to Detroit, 40c; propeller Nashua, coal, Cleveland to Racine, $1; propeller D. M. Wilson, coal, Buffalo to Milwaukee, $1.25.

CHICAGO.

Special to the Marine Record.

The fine wrecking tug Charles Williams, Captain Gnewuch, of Manistee, arrived here last Thursday with two scows laden with cedar ties from Bay De Noque, the tow of the tug James Reid which was burned off Sturgeon Bay, the Saturday previous. Captain Cusick, was also here Thursday and left for Detroit to look up a tug to tow the scows after they were taken back to Sturgeon Bay by the Williams.

At the Chicago drydock the schooner Harvey Bissell, was in dock for bottom calking; the schooner Hattie Hutt, for calking all over; the schooner Robert Howlett, receives a new foremast; the schooner Ann Maria new main boom; the propeller City of Travers is having considerable alterations to her cabin and state rooms; the steambarge J. P. Donaldson, the propeller J. L. Hurd and schooners Myosotis, Oneonta and Ida Keith received general repairs.

Leopold & Austrian received a dispatch from Mackinac last Friday stating that the passenger propeller City of Duluth, which left Chicago for Duluth Tuesday, ran ashore Thursday night on the north side of Fox Island. She released herself after throwing overboard a large part of her cargo. So far as known the steamer sustained no injury.

Captain Melchert of the schooner Charlotte Raab filed a protest Monday. While bound from Bay De Noque to Chicago with a cargo of railway ties and telegraph poles, his vessel was struck by a squall and the deck load between the spars was washed overboard to the rails. The schooner was leaking when she arrived here.

Several minor mishaps resulted from the squall that swept across the lake Saturday night. The schooner Willie Loutit had her foremast carried away; the Hattie Hutt, sprang a leak, and Blazing Star had some of their sails badly split. The Blazing Star had left port with a cargo of grain, and was obliged to return and get new canvas.

During the squall Monday the schooner S. A. Wood was struck by lightning when off Lincoln Park. A splintered yard and several badly stunned sailors was the result.

The steamship Albany, collided with Lake street bridge Monday afternoon, when going up the river. Some of the rail and side walk of the bridge was carried away. The Albany was in tow of the tug O. B. Green.

Grain carriers demanded a further advance in freights Monday. The demand for tonnage was very strong, while the offerings were light. The last charter made was for wheat to Buffalo at 6 cents. Charters were made for Kingston at 9 cents on wheat and 8½ cents on corn an advance of ½ cent. Shippers bid 4 cents on corn to Georgian Bay and paid 3½ cents on corn to Sarnia. One engagement was made for Sandusky at 5⅛ cents on wheat. It was impossible to satisfy the demand. Charters were 266,500 bushels. WILLIAMS.

BUFFALO.

The Express says something of an idea of the demand for vessels in nearly every trade may be gathered from a late transaction. Mr. John Kelderhouse, who is interested in lumber at Port Oneida, near the entrance of Traverse Bay, has been unable to secure vessels to carry it, as everything, including his own, was tied up in some other trade. He went last week to Muskegon and other lumber centers and in order to get a vessel. bought the schooner C. O. D. of Captain T M. Kirby of Grand Haven for $8,000. She has already gone for a load.

The machinery in the new Dakota elevator was started up Monday, and vessels are expected to unload there next week. Capacity for 60,000 bushels is finished. The grain will be lightered to the Lake Shore and International elevators. Ground for the elevator was broken March 16th, and the structure began to go up May 2d. It is now 140 feet high. All of which is submitted as an example of rapid work.

Parties from Marine City were here Monday to complete the purchase of the tug Orient, which runs in Hand's line. The price is to be $4,500. Patrick Brennan is managing owner.

Captain John Green, owner of the propeller M. M. Drake, is thinking of building a new steamer, but builders are hard to find. The Lackawanna railroad company hopes to add to its recent purchase by building as soon as satisfactory arrangements can be made.

Alexander Cordes, who has for several years been treasurer of the Union drydock company, has resigned to take an interest in the Kurtzman piano company. He will be succeeded by Mr. Turnbull of New York.

The breach in the propeller Oceanica's hull appears to have been greater than was supposed. She will probably be ready to load coal Monday.

Shortages in grain cargoes at Buffalo are again worrying the elevator people. Here are a few of the latest: Schooner Willie Keller, short 106 bushels on 17,000 wheat, from Toledo; propeller Clarion, 285 bushels on 60,000 wheat, from Chicago; steamer Annie Smith, 72 bushels on 37,000 wheat, from Duluth; schooner Redwing, 85 bushels on 48,000 wheat, from Duluth.

The fire tug ordered by the fire department at a cost of $30,000 was launched from David Bell's yard Tuesday. So far only the iron work is finished, and it will be two months before the tug will go into service. She measures eighty feet by twenty feet beam.

PORT HURON.

Special to the Marine Record.

The schooner F. D. Barker, in tow of the steambarge Favorite, got stuck on the middle ground, opposite the Port Huron water works, and the tow was detained about sixty hours before she was released. They had to take 190 tons of coal out of her.

The schooner Garibaldi has been sold during the week and now work will proceed on her, and she will be put in first-class shape at Dunford & Alverson's yard.

The schooner A. G. Morey is in Wolverine drydock receiving some repairs.

The General Bursides is also at Wolverine drydock receiving extensive repairs. She will have almost new sides above light water mark and will leave there in good shape for the lumber and coal trade.

The propeller Dean Richmond has received her new steel boilers, built by Messrs. Love & Schofield. The Richmond will be out in about a week and the captain says he will tackle the Tioga or Jewett for a race. She is to run in Botsford's Port Huron Lake Superior line.

June 12 the Fred Kelley and consorts passed here and the last barge, the J. O'Neil, struck the shoal the F. D. Barker had just left, and stopped. The tug Porter worked on her but could not release her. Two Canadian schooners lightered about 500 tons of coal and then the Porter pulled her off. They got away June 17. The Canadian government seems to think it is of no account to put a buoy in such a place, but if it were in United States waters how quickly it would be dragged out, and save thousands of dollars to shipping. JAY.

DETROIT.

The survey of the schooner Senator at Detroit fixes the damage sustained by colliding with the S. V. R. Watson at Detour at $6,873. It is claimed that the tug Vernon was to blame for towing the vessels on the reef, and libels have been filed against her. The owner of the Senator has not abandoned her, and is repairing her at Detroit.

Libels have been filed against the propeller Vernon in the United States court at Detroit to the amount of $33,000. This season A. Booth & Son, of Chicago, owners of the Vernon, made an arrangement to tow the schooners S. V. R. Watson, Senator, and Red White and Blue. On her second trip the tow line parted just as the Vernon was heading into the mouth of the Sault river and the Watson and Senator went on the rocks. Both vessels were badly damaged, but they were released and are now undergoing repairs. Their owners claim that the Vernon, at the time of the mishap, was out of the regular channel and consequently at fault. The owner of the Watson wants Mr. Booth to pay him $18,000, and the Candler Bros., owners of the Senator, demand $15,000. Pending a settlement of their claims they have caused the Vernon to be seized, and Mr. Booth has furnished bonds to the amount of $33,000.

The Detroit Free Press offers the following complimentary remarks in regard to Captain Eber Ward and two new steamers which it says he proposes to build: "Ever since its commencement Ward's Detroit and Lake Superior line has grown in the esteem of the shipping public, and the business of the line has steadily increased. The increase has on several occasions severely taxed the capacity of the steamers, and often outside boats have been chartered in order to fulfill contracts promptly. The popularity of the line is largely due to manager, Captain Eber Ward, who, although by no means the youngest man in the business, is a hustler just the same. Captain Ward has just determined to add another new steamer to the line. Her exact dimensions have not yet been settled on, but she will be a good carrier, and specially adapted to the requirements of the Lake Superior trade. In all probability two new steamers will be built, but for the present only one half been definitely decided upon. The new steamer will be ready for business at the opening of navigation next spring."

Captain Brown and Clerk Eugene McFall, of the steamer Cooke, were in Detroit this week to charter a steamer to run on the Cooke's route while she is undergoing repairs. They succeeded in securing the propeller Gazelle, which formerly ran on the Sandusky and Island route. She will begin running on Saturday next.

BAYFIELD.

The work of raising the propeller Oneida is not progressing very fast. The Oneida loaded lumber Saturday, and started for Washburn, where she was to take her barges in tow for Chicago. She had been out but a few hours, when she began to leak badly, and the captain headed her for Bayfield. When within a few rods of the dock she went down in twenty feet of water. Most of her cargo has been lightered and a steam pump is now trying to pump her out. The Oneida is owned by Rood & Maxwell, of Washburn. She has had many mishaps. In 1883 she was nearly destroyed by fire, and two years ago she struck a reef and went to the bottom of the St. Lawrence. The work of raising her in the St. Lawrence was the most difficult wrecking operation ever performed on the lakes.

(Continued on 5th page.)

SCENES ON A MAN-OF-WAR IN A HURRICANE.

BY C. M. FLYNN.

NO. VIII.

[*Continued.*]

At 8 o'clock a hurricane; the sea roaring, but the wind still steady to a point; did not ship a spoonful of water. However, got the hatchways all secured, expecting what would be the consequences should the wind shift; placed the carpenters by the main-mast with broad-axes, knowing from experience that at the moment you may want to cut it away to save the ship, an axe may not be found.

Went to supper. The purser, frightened out of his wits about his bread-bags; the two marine officers, as white as sheets, not understanding the ship's working so much and the noise of the lower deck guns which, by this time, made a pretty screeching to the people not used to it. It seemed as if the whole ship's side was going at each roll. Wooden, our carpenter, was all this time smoking his pipe and laughing at the doctor; the second lieutenant upon deck, and the third in his hammock. At 10 o'clock I thought to get a little sleep. Come to look into my cot it was full of water, for every seam, by the straining of the ship, had begun to leak. I stretched myself, therefore, upon deck between two chests, and left orders to be called should the least thing happen. At 12 o'clock a midshipman came to me.

"Mr. Archer, we are just going to wear ship, sir."

"Oh, very well, I'll be up directly; what sort of weather have you got?"

"It blows a hurricane."

I went upon deck, and found Sir Hyde there.

"It blows hard, Archer."

"It does, indeed, sir."

"I don't know that I ever remember it blowing so hard before; but the ship makes very good weather of it upon this tack, as she bows the sea; but we must wear her, as the wind has shifted to the S.E. and we are drawing nigh upon Cuba; so, do you go forward, and have some hands stand by; loose the lee yard arm of the foresail, and when she is right before the wind, whip the clew garnet close up and roll up the sail."

"Sir, there is no canvas that can stand against this a moment. If we attempt to loose him he will fly into ribbons in an instant, and we may lose three or four of our people. She'll wear by manning the fore-shrouds."

"Oh, I don't think she will."

"I'll answer for it, sir. I have seen it tried several times on the coast of America with success."

"Well, try it. If she does not wear, we can only loose the foresails afterward."

This was a great condescension from such a man as Sir Hyde. However, by sending about two hundred people into the fore-rigging, after a hard struggle, she wore; found she did not make so good weather on this tack as on the other, for, as the sea began to run across her she had not time to rise from one sea before another dashed against her. We began to think we should lose our masts, as the ship lay very much along by the pressure of the wind constantly upon the yards and mast alone; for the poor mizzen-staysail had gone into shreds long before, and the sails began to fly from the yards through the gasket into coach whips. To think that the wind could have such force.

Sir Hyde now sent me to see what was the matter between decks, as there was a good deal of noise. As soon as I was below, one of the marine officers called out:

"Good God! Mr. Archer, we are sinking; the water is up to the bottom of my cot."

"Pooh, pooh; as long as it is not over your mouth you are well off. What the d—l do you make so much noise for?"

I found there was some water between decks, but nothing to be alarmed at. We scuttled the decks and run it into the well; but expected to be kept constantly at work now, as the ship labored much, with scarcely a part of her above water but the quarter-deck and that but seldom.

"Come, pump away, my boys. Carpenters, get the weather chain-pump rigged."

"All ready, sir."

"Then man it, and keep both pumps going."

At 2 o'clock the chain-pump being choked, we set the carpenters at wo k to clear it, and the two head-pumps at work upon deck. The water gained upon us while our chain-pumps were idle, but in a quarter of an hour they were set to work again, and we began to gain upon it. While I was standing at the pumps cheering the people, the carpenter's mate came running to me with a face as long as my arm.

"Oh, sir, the ship has sprung aleak in the gunner's room."

"Go there and tell the carpenter to come to me, but do not speak a word to any one else."

"Mr. Gordmah, I am told there is a leak in the gunner's room; go and see what is the matter, but do not alarm anybody, and come to me and make your report privately."

In a short time he returned.

"Sir, there is nothing there; it is only the water washing up between the timbers that this booby has taken for a leak."

(*To be Continued.*)

Shipments of ore from Two Harbors to June 2d, aggregate 27,004 tons, all of which has been carried by the fleet under Captain Wilson's management.

A GOOD ENGINEER MAKES A POOR DOCTOR.

TEASPOON CORNERS, N. Y. May 11.

To the Editor of the Marine Record:

Once again I am in trouble, in fact I may add that I am in the worst fix this time that I have ever been in during my entire career as a nomadic marine. You will remember that my last epistolary effusion chronicled the fact that I had three positions in view; the most exalted of which was the position of a school teacher, to that end I appeared before the board of examiners, and notwithstanding the fact that my education was somewhat rusty, they gave me a certificate, and appointed me to one of the district schools, and it was on my way to assume the responsibilities of my new position that I fell by the wayside, as it were, and now languish in a New York county jail.

Mr. Editor, I do not write this for publication I merely write to you as a friend, and to ask you if you can respond to the tune of $50, and as a partial compensation I will just tell you how my trouble happened.

I arrived at this place, where I had been engaged to teach the village school, and had taken board in the largest hotel in town and had in fact just settled down to enjoy the splendors of my new found avocation. A child, a son of the landlord, suffering from injury to its spine attracted my attention, for I discovered that it was forced to lay on a couch all the time, being unable to walk, and I expressed my sympathy for the little sufferer to the young and effeminate clerk of the house. In fact I may add that I rather dialated upon the possible future greatness of that boy, whose career was cut short, as it were, by his untimely and serious affliction; and although the clerk shed tears with me he allowed that that was nothing compared to his sister. "What is the matter with your sister?" I asked, my sympathy going out to him at once as it did for the child. "Why," said he, "she has not set her foot on the floor for eighteen months," "Great heavens, man, what ails her, is she insane?" "No," said he with a sigh, "worse than that." "Worse than that," I exclaimed, "what is it that can be worse than that? What is realy the matter with her?" "She has the despepsia," he responded. "The despepsia?" I cried in astonishment, "why, I can cure that, I can cure the worst case of dispepsia in the world in two hours." Now, Mr. Editor, I only said that as a joke, but, do you know that that young clerk, burning with the desire to alleviate the suffering of his sister, kept dogging my footsteps and kept asking me what I would do for despepsia until I grew desperate. It was the same old story, the old adage made true: I had told one lie, and had to keep telling more of them to brace it up. For a while I put him off by saying that I did not wish to attempt to cure anyone, for the remedy had been handed down to our family from generation to generation. Finally I acknowledged in answer to his question that I had studied medecine, and that acknowledgment was the straw that broke the camel's back, for no sooner had I revealed that startling fact, than the young man threw himself into an imploring attitude and said, "would you, my dear doctor, see one of God's fairest and most beautiful creatures suffer and groan and finally die with a disease, the power to cure which lies within your furtile brain? For the sake of humanity, for the sake of enduring science, I pray you to give her relief," then bracing himself up and throwing himself into the attitude of one of the boys he said, "say, doc, take a tumble to yourself and go out and see her anyhow, for it will do her good, as Mary has sworn off on all doctors that she knows, about here. So we took a drink, he and I, and jumping into a buggy, rode four miles into the country, to the home of his despeptic sister. His mother, an elegant woman, met us at the door and I was introduced to her as the doctor, Marys' emaciated form could be seen through the door in another room, lying prone upon the bed covered by a snow white counterpane. I was immediately ushered into her queenly presence and was introduced as, "the doctor," the "celebrated doctor," I may say, "from New York." Both mother and son atonce withdrew, after excusing themselves, and I was left to the fulfillment of my medical task. I may add right here that her brother had given me a very minute detail of her suffering from beginning to end; thus I was prepared for any emergency in that respect. Laying my plug hat on the stand, I threw open my Prince Albert coat, pushed my sleeves up and approaching the bed with due professional air, grasped the wrist of the invalid between my thub and fingers, and after counting the seconds on my watch, asked to see her tongue. In fact I went through the stereotyped routine of a regular physician. I then sat down and made a complete diagnosis of her case, detailing every feature of her ailment much to the young lady's astonishment, and I ended by telling her to cheer up, that she would not die.

She seemed to take courage at this apparently unwarranted assertion and would have got up, I presume, if I had not threatened to knock her down, for we had taken three drinks on our way out and I was not going to let her get up without medicine.

At the expiration of probably ten minutes, the good mother entered, her face all beaming with smiles and she greeted me with the motherly questien of, "well doctor, how do you find Mary?" In a truly professional tone I replied, "fair to middling, Mrs. Quinn." And then I continued my assurance by saying, "Mrs. Quinn, allow me to say that your daughter has not got the despepsia," at which statement, she threw up both hands and said, "thank heaven, but, doctor, what has she got?" This was a stunner, so I waived the question by assuring her that my professional examination had convinced me that she was yet many years from the grave. "But doctor, what has she got?" Mrs. Quinn," I replied," I hate to tell you, but you know that men in our profession sometimes are forced to do unpleasant things, therefor prepare to hear the worst," she turned aside and I gathered my thoughts together and said, "your daughter has got what is known in medical science as paralysis of the gastric nerve." I thought her mother would faint, for she shut both eyes and with a kind of gasping for breath said, "then Mary's a gonner." But quickly recovering herself she asked excitedly, "can you cure her?" To which I said, "don't you forget it, I can." I then prescribed some mild remedies for the stomach, such as wine of pepsin, and thus having concluded my professional labors her son and myself returned to the city. But that was not the end of it; for being a little short of money and having been asked my bill, I let them down easy, charged them the nominal sum of $20.

One of the village doctors got on to me Mr. Editor, and I was arrested for practicing medicine without a license, and was brought up before the village judge, who, after he had heard the indictment, sternly asked me my business, when I informed him that I was a Mississippi river engineer. He ordered the sheriff to lock and bolt the door, and put me in irons, by which you see river men don't stand a very good show in this state. Proof was dead against me, Mr. Editor, for the $20 less $5 spent for a good time, was found on my person, so I had to plead guilty, and here I am in jail under a fine of $50, and I only have six bits in my pocket toward paying it. When the judge imposed the sentence he said, "you are an engineer, holding a license to that effect, now what would you say, if some doctor, should attempt to engineer a steamboat, without having procured the necessary papers?" I told him I would kick, "of course you would," said he, "this world is broad enough for all; and it is a good man who masters one trade or business, and sticks to it and it is a dangerous thing for a doctor or any other man, with no knowledge of the business, to attempt to engineer, a steamboat, and it is no less dangerous for a man with no knowledge of the business to attempt to administer medicine. I tell you, young man, in either case dire results are very likely to follow. Now a doctor going aboard of your boat and attempting to engineer her might blow her up, and cause loss of life, and for an engineer to attempt to administer medicine might kill, also cause loss of life. The life of the public must not be jeopardized by being placed in the hands of unskilled men. The sentence of this court is, therefore, that you do pay a fine of $50, and remain in jail until the same is paid, and may God have mercy upon your soul. Mr. Sheriff call the next case."

There, Mr. Editor, you can see how I am fixed, and if ever you loved me or ever think you will love me, just send me enough money to get me out. Send it by American Express, and be sure and pay the charges. Don't say anything to Britton about this letter, it would be too good for him, he is kind a down on me anyhow.

THE SECOND ENGINEER.

CHICAGO MARINE INDUSTRY.

TRANSPORTATION COMPANIES.

The leading transportation companies, of which there are seven, have, during the past year, handled 1,865,451 tons in shipments, and 136,794 tons in receipts, making a total of 3,002,245 tons. The total value of these freights were $492,000,000. They employ a total of 961 men, all of whom reside in Chicago. These drew wages amounting to $601,980. About 80 per cent of these men are married and have families. At a moderate estimate, 4,114 persons are, therefore, dependent upon the line boats alone. The details are as follows:

Union Line—Total shipments east from Chicago during the season of navigation last year, 260,769 tons; receipts at Chicago from the east during 1886, 147,000 tons. Total tonnage handled, 407,769 of every variety of merchandise and package freight. Number of men permanently on pay roll, 140; 90 per cent of whom are married; average wages paid per man, $2.25 per diem. Aside from these there are from 150 to 175 men employed by the hour when occasion demands. Estimated value of cargoes handled, $100,000,000.

Anchor Line—Amount of freight shipped east from Chicago the past year, 246,682 tons; receipts from the east, 177,794 tons; total business handled last season, 424,476 tons. On pay roll steady, 120 men, at an average salary of $2 per day. Approximate percentage of men who are married, 85 per cent. From 150 to 200 men are employed by the hour as occasions arise for their services. These men receive, when at work, $2.25 per day. Value of cargoes handled, $105,000,000.

Lake Michigan and Lake Superior Transportation Co. (passengers and freight)—Freight received from various ports last year, 51,000 tons; shipped from Chicago, 40,000 tons. Number of men employed in Chicago and on passenger steamers living in Chicago, 181, of whom 80 per cent are married. Average wages paid, including board of crews afloat, $2.75 per day. Estimated value of freight handled, $35,000,000.

Merchants' Line (passengers and freight)—Freight exported last year, 140,000 tons; imported, 110,000 tons. Men employed regularly, 35, of whom 90 per cent are married. Average wages paid, $2 per man per day. From 50 to 75 men are employed at extra work now and then, at an average pay of $2. Total tonnage handled, 250,000 tons. Value of tonnage handled (approximated), $60,000,000.

Goodrich Line—Imports, 111,000 tons; exports, 78,000 tons; value of cargoes, $20,000,000; 18 clerks, 16 married, wages $100 per month; 160 men on boats whose home is in Chicago; 80 per cent married; average wages $2 per day, total $320 per day, $9,600 per month, $115,200 per year; 53 freight handlers, all live in Chicago, 80 per cent married; wages $1.50; total $79.50 per day, $2.385 per month, $28,620 per year.

Western Transit Co.—Imports, $340,000 tons; exports, 700,000 tons; value of imports, $72,000,000; value of exports, $40,000,000; 25 clerks: 75 freight handlers, regular; 100 freight handlers, 1 50 per day; 80 per cent of the men are married.

Central Vermont Line—Imports, 200,000 tons; exports, 400,000 tons; value of imports, $40,000,000; value of exports, $20,000,000; 6 clerks; 48 freight handlers; 80 per cent are married.

MISCELLANEOUS INTERESTS.

Outside of the great interests enumerated above, we find many minor ones, all of which have much capital invested. Dry-docks represent $375,000 of invested cash. They employ 375 men who draw $250,000 per annum in wages. As these men are nearly all the heads of families, the number of persons obtaining a living from the dry-docks would be 1,300.

The ship chandlers represent an invested capital of $350,000 and they employ 150 men who draw wages amounting to $108,000.

The tanneries employ several hundred men, but as most of these would obtain tan-bark by rail, if the proposed ordinance goes into effect, they will not enter into the computations of this article. The stone and sand-boats, in many instances, can pass under the bridges provided there would be a demand for these materials after the Chicago harbor has been laid under an embargo by the authorities.

The meat firms in Chicago furnish to the vessels which come into the river meat amounting to $120,000 per annum. The figures on groceries were not obtainable, but, it is said, they will exceed the meat bills largely.

RECAPIAULATION.

Total capital invested in marine, $78,125,000; men employed, 23,782, upon whom 55,000 are dependent, making a total of 78,782; wages paid per day during the 240 days of lake traffic, $52.306, or a total paid for wages alone in the 240 days of $12,553,440, and it is proposed to run the risk of driving those industries out of the city because a few people are temporarily inconvenienced.—*Inter-Ocean.*

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We take pleasure in announcing that we have purchased the property, business and good-will of the Cuyahoga Steam Furnace Company, and will add to these works, so long and favorably known, a first-class Iron Ship-building Department, with sufficient room and all modern facilities for building two large vessels at the same time, and a Boiler Shop with most approved tools for large work, including Tweddell's Hydraulic Plant for flanging, riveting, etc.

We have associated with us Messrs. H. D. Coffinberry and Robert Wallace, late of the Globe Ship-building Co., and the Globe Iron Works, and Wm. M. Fitch, late of the Winslow Line of Steamers. We have made the following appointments: Mr. O. N. Steele, Assistant Superintendent; Mr. Thomas W. Bristow, late foreman of Wyandotte Ship Yard, Superintendent of Ship Yard; Mr. Quincy Miller, Superintendent of Boiler Shop; Mr. John Stoney, Superintendent of Foundry, and Mr. Jas. C. Wallace, Draughtsman.

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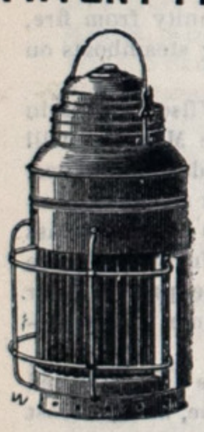

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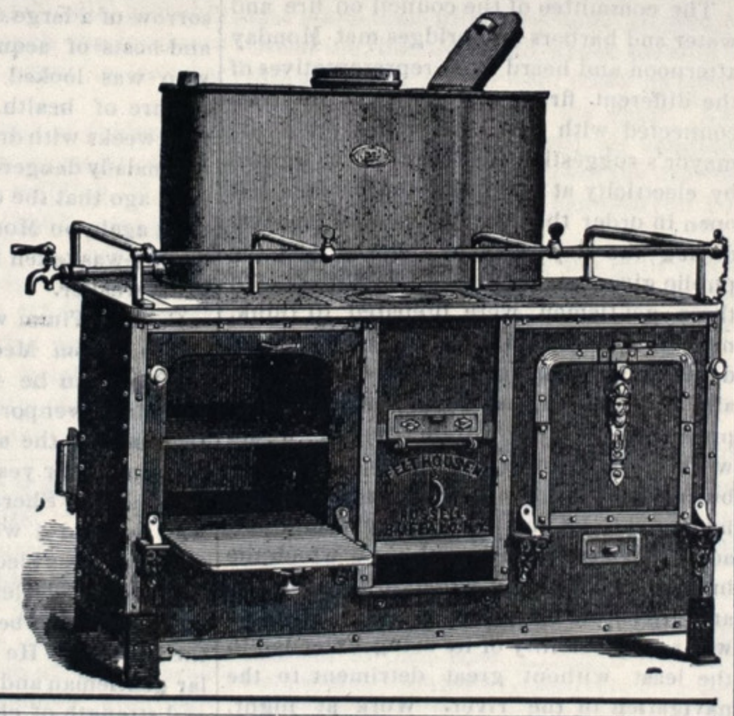

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JUNE 23.

NATIONAL SHIPPING AND INDUSTRIAL LEAGUE.

There is no interest at this time which requires united action so much as that of the shipping interests of the country. And it is probably the only industry that does not recognize a head. The shipping interest, while it includes special features in almost every state in the United States, has no representation at Washington during the sessions of congress and all kinds of measures may be lobbied through which may bear hard on our industry.

This, then is the reason why we advocate the necessity of the shipping interests meeting in convention for the purpose of defeating detrimental legislation, and forwarding measures for the relief of our ocean commerce. The greater the carrying capacity in demand on the ocean between the United States and foreign ports the greater will be the demand for lake tonnage. The reports of the Commissioner of Navigation for a number of months shows that there is being more tonnage launched on the lakes each week than at other shipbuilding points in the United States, river or ocean. This is in accordauce with demand, as we are called upon to transport not only the immense amount of produce to feed the Erie canal and the St. Lawrence system, in a measure, but all of the railroads leading to the seaboard, and those supplying the furnaces or rolling mills of Ohio and Pennsylvania. Not only are the lake vessels in demand for these purposes, but there is at this time an unlimited demand for coal from the upper lakes, and supplies and lumber demand coming in from every quarter. The demand for ties and other material for railroad building is enormous. The movement of cedar ties by lake this season has been great and it gives every promise of continuing well on toward the close of navigation. It is estimated by leading commission houses that 10,000,000 ties, mainly cedar, were cut in territory contiguous to the upper lakes during the past winter. So voluminous has been the movement of ties that one firm alone received 40 cargoes in one week. If there have been 8,000,000 ties banked around the great lakes this year they are enough to tie about 3,100 miles of track. A large number are taken to Escanaba, Green Bay, Milwaukee, and other ports for shipment. But vessels are required to carry them, and this is helping to cause a scarcity of tonnage for lumber carrying on the lakes.

In the demand for grain tonnage there is truly no limit. In the Chicago elevators some 20,000,000 bushels have been cornered and must be shipped during the present season. This is exclusive of the great amount to be supplied from Duluth and other grain shipping ports.

In regard to iron ore there is actually no equivalent in tonnage. Escanaba and all the Lake Superior mining ports are short of tonnage.

Taking all these things into consideration there is no reason why owners of vessel property on the lakes should not go into the convention, to be held in Chicago on the 29th inst., without being fully aware of the importance of the interest they represent and prepared with statistics to show that the lake commerce is the backbone of the coasting trade of the United States.

We hope, therefore, that the lake interest will be largely represented at the convention of the shipping league, the first ever held on the lakes, at Chicago on the 29th inst., and that it will make itself heard on every pertinent topic that comes up for consideration.

"A DIRTY LITTLE CREEK."

"Chicago people are popularly credited with several superlative qualities good and bad. One of their strongest characteristics, however, is the universal condemnation of Chicago river and complaint of the bridge nuisance. The average Chicagoan possesses a fund of anathemas carefully stored away for use on the river and the bridges, which is the admiration and envy of other people less gifted, whose command of language is often inadequate to meet the demands of the case. So universal is the complaint of Chicagoans as to the river and its obstruction to city traffic that Chicago's mayor has seen fit to make a surprising recommendation as to the closing of the bridges over the river through the day and until midnight, and then keeping them open from midnight until 6 o'clock in the morning, lighting the river by electricity.

"A recommendation so sweeping very naturally called out an amount of opposition from vessel men and other interested parties which must have astonished the worthy mayor. If this good natured individual had only paused long enough to consider what his recommendation implied, he would never have made it. The dirty little creek which causes so much inconvenience to city traffic is nevertheless the foundation source of Chicago's wealth. On this same creek of polluted water are located Chicago's great elevators, her lumber yards and her great warehouses. The mayor says that there are at least 700,000 people in Chicago who are not interested in shipping. There is not one man, woman or child in the city, who is not interested in Chicago's commercial supremacy. A Quixotic attempt to close the river to navigation except during six hours in the night time would soon show the importance of the aforesaid "dirty creek."—*Chicago Elevator & Grain Trade.*

The committee of the council on fire and water and harbors and bridges met Monday afternoon and heard from representatives of the different firms and business interests connected with the lake traffic upon the mayor's suggestion that the river be lighted by electricity at night and the bridges left open in order that the pressure of business during the day may be relieved and the public given greater bridge facilities. All these gentlemen were prepared to think, notwithstanding Mayor Roche's emphatic denial, that the bridges would be kept closed all day long, and, starting at that point, they proceeded to demonstrate that it would work entire ruin to their particular line of business and bring untold damage upon the lake trade and the city. They would not admit that the two hours' time which the bridges are now held closed in the morning and afternoon was a good thing or that there was any possibility of its being extended in the least without great detriment to the navigation of the river. Work at night, they thought, was impossible, and the only remedy they could think of was to have the city build steam double track bridges, force all the street cars into the tunnels, and then let the bridge tenders open and close the bridges whenever they saw fit, so that there should be no time when the river traffic would accumulate between the bridges and cause the long waits that now follow the closing hours. Messrs. Jesse Spalding; C. E. Kramer, the marine lawyer; Henry A. Gardner, of the Union Steel Company; George W. Hotchkiss, of the lumber exchange; William Dayner, of the coalhandlers' and stevedores' union; George Merriweather, of the anthracite coal association; Ira H. Owen, of the Lake Carriers' Association; Richard Powers, of the seamen's union; D. J. Schuyler, of the Steam Vessel Owners' Association; James Dunham, representing the tug men; and several other gentlemen were heard.

After the vesselmen had pretty generally discussed the matter Mayor Roche made a short address defining his position. He called their attention to the fact that his communication to the council said nothing whatever about closing the bridges at any time during the day. It simply contemplated the lighting of the river by electricity and the opening of the bridges from 12 o'clock midnight till 6 o'clock. He said: "The communication doesn't contemplate injury to the vessel interests to any extent, and certainly not to the extent represented by the gentlemen who have spoken."

OBITUARY.

CAPTAIN PHILIP MINCH.

Captain Philip Minch, the well-known vessel owner, died at his residence, No. 67 Kinsman street, at 9:45 o'clock Monday evening. He has not been in good health since last September, and was out but little this spring. In the early part of May he had a severe stroke of paralysis, by which he lost almost the entire use of one side, and a few weeks later he had another stroke. From the time of the first stroke he has been confined to the house, and for the last three weeks to his bed.

Captain Minch was born in Germany, and at the time of his death was 67 years of age. He came to this country when he was about 21 years of age, and very soon after his arrival he took up his residence in Vermillion, O., where he continued to live until about twelve years ago, when he came to Cleveland. While he lived in Vermillion he began his ownership in lake craft, his first vessel being the schooner Londen, of 20 tons. At the time of his death he had an interest in, or was managing owner of the following vessels, comprising some of the largest carriers on the lakes: Propellers Onoko, Wm. Chisholm, J. H. Devereux, John N. Glidden, and A. Everett; schooners Sophia Minch, Fred A. Morse. H. J. Webb, and George H. Warmington. He also possessed considerable valuable real estate.

Captain Minch was one of the most generous hearted of men, true and upright in every dealing, and progressive in his ideas of what a good vessel should be, and always kept his floating property, which was of the best class, in good repair. He was highly esteemed by all who knew him, and has no doubt gone to the shining shore to receive his reward.

He leaves behind him one son, Captain Peter G. Minch, late master of the William Chisholm, and one daughter, Mrs. Henry Steinbrenner. These were all that were left to him out of a family of eight children.

CAPTAIN AUGUST TIMM.

Captain August Timm, the deputy collector of customs, who was known to every one having business to attend to at the Barge office, died at the Emergency hospital on Superior street, Chicago, at 9 o'clock Monday evening, much to the surprise and sorrow of a large circle of admiring friends and hosts of acquaintances. The captain, who was looked upon as being the very picture of health, had been ill for about four weeks with dropsy. No one considered his malady dangerous, and it was only a few days ago that the deceased said he would be "out again on Monday or Tuesday." Friday he was taken to the hospital, where he grew weaker.

Captain Timm was a native of Germany, coming from Mecklinburg with his father in 1855 when he was 11 years of age. He lived in Davenport, Ia., for a while, and in 1861 entered the army as a private, leaving the ranks four years later as a captain, having followed Sherman to the sea. After the war he lived a while in Moline, and a few years ago was elected secretary of the Illinois liquor dealers' association. He was unmarried, and belonged to but one society, the Turners. He was an extremely popular gentleman and a man of great experience and strength of character.

IMPROVEMENTS AT GODERICH HARBOR.

To the Editor of the Marine Record:

GODERICH, ONT., June 16.

Ship-masters and owners will be interested in knowing that the Dominion government has appropriated $13,000, to be expended during the present season in improving the already fine harbor at this port. Work has been commenced and dredging is now going on for the purpose of deepening the approach to the harbor and extending and deepening the basin.

Measures devised by the government engineers are to be at once carried out which will permanently prevent any accumulation of sand at the harbor mouth. The government engineer was here last week, laying out the work and gave orders to clean up the approach so as to give 18 feet of water in all directions. This is now being done, and within two or three weeks, vessels approaching, in any course, may count on 18 feet of water. C. SEAGER, Mayor.

The propeller Colorado went aground in a heavy fog on the rocks on the south shore of Lake Superior Saturday morning. Tugs and lighters from Duluth have gone to her assistance.

LAUNCH OF STEAMSHIP MISSOULA.

The fourth launch from the yard of Quayle's Sons' this year took place last Saturday, the 18th inst., and is in every respect a credit to the builders. The first addition to the lake fleet was the Wadena, then followed the steamers Samuel Mather and Robert R. Rhodes, all good ones of large capacity.

The keel of the steamer Missoula, the last addition to Captain Thomas Wilson's fine fleet, launched Saturday, was laid immediately after his tow barge Wadena left the ways, and as Longfellow says:

"Day by day the vessel grew
With timbers fashioned strong and true,
Stemson and keelson, and sternson-knee,
Till, framed with perfect symmetry,
A skeleton ship rose up to view!
And around the bows and along the side
The heavy hammers and mallets plied,
Till, after a week, at length
Loomed aloft a shadowy hulk."

At last the ship is finished and witnesses from all quarters of the city assemble, and in the presence of the owners and a number of prominent men interested in the powerful movement of a grand ship on the ways,

"Loud and sudden there is heard,
All around them and below,
The sound of hammers, blow on blow,
Knocking away the shores and spurs,
And see! She stirs!
She starts, she moves, she seems to feel
The thrill of life along her keel,
And spurning with her foot the ground.
With one exulting, joyous bound,
She leaps into the water's arms!"

Can anything be more impressive to view than the movement of a fine large steamship, seemingly endowed with life, speeding down the ways without any apparent volition? We can say another child is born to add its sway and influence to supply the commerce of the world. We are proud of our lake shipbuilders and of the progressive gentlemen who continue to add to the fleet of the lakes, while their enterprise is surrounded by dangers of all kinds of great magnitude. Real estate property, if in a proper location, continues to grow in value as age advances, but not so with floating property. As age advances it deteriorates in value and in the end finds a resting place in the depths of the waters.

The Missoula is 270 feet keel, 287 feet over all, 40 feet beam, 23 feet depth of hold, and will receive A1* mark, as she has steel arches inside and out, is diagonally steel strapped, with steel cord running entirely around at the top. She is a double-decker, will carry four masts, with complete outfit of sails and rigging.

Her machinery is triple compound, the cylinders being 20, 32 and 50 by 42 inch stroke, built by the Globe Iron Works Co.

Her boilers are Scotch 11 by 11 feet and allowed 150 pounds of steam, also built by the Globe Iron Works Co., Mr. Hamilton being the artist. The Globe Co. has also furnished her with an iron boiler house which is entirely surrounded with iron plating, thus securing immunity from fire, recently so prevalent among steamboats on the lakes.

In accord with Captain Wilson's ideas in fitting out his steamers, the Missoula will be furnished with every modern appliance, and above all a Providence steam capstan windlass from the American Ship Windlass Co., which company has furnished more steam windlasses during the present year than in any corresponding time in any previous year.

The Missoula is one of the finest finished steamboats in the Wilson line, and her cost may be set down at $130,000. Her tonnage, as we are informed by Commissioner Morton, is 1926.28 gross, 1585 33 net tons, and she has a capacity of not less than 2200 tons. Her maiden trip will be to Marquette for ore for the Republic Iron Co., and she will likely get away this week.

Her officers will be James B. Lowe, master; George Waterberry chief engineer; Mr. W. W. Dawley mate.

HALF FARE ON THE LAKE SHORE RAILWAY.

JULY 2D, 3D, AND 4TH.

The Lake Shore & Michigan Southern railway will sell special excursion tickets at half fare (one fare for the round trip) to and from all stations on its line and branches, July 2d, 3d, and 4th; good to return until July 5th, inclusive. This will be a rare opportunity for everybody to go somewhere and spend the glorious old Fourth at a nominal expense. Purchase your tickets early and avoid the rush at the stations. Ample accommodations for all will be provided on above days.

The Fairport docks are to be lighted by electricity, every arrangement having been already made and work on the plant begun. The facilities for unloading ore at Fairport have been largely increased, and additional machinery will be put in use in a few days. It is expected that the electric lights will be ready for use within ten days, and this will allow vessels to get even better dispatch than heretofore.

BURNING OF THE STEAMER CHAMPLAIN.

The steamer Champlain, of the Northern Michigan line, bound for Cheboygan, from Chicago, was burned at midnight on Thursday, between Norwood and Charlevoix, at the mouth of Grand Traverse Bay. The boat was running ten miles an hour, when flames suddenly shot up from beneath the engine, driving the engineer from his post with his clothes on fire. He ran to the hurricane deck, plunged into a tank and then returned to his work, but was too late to stop his engine or connect the hose. The alarm was given, the sleeping passengers were aroused, and when life-preservers were fastened on all they gathered on the forward deck. Two lifeboats and liferafts were lowered, but the steamer was running so fast that they got away. In ten minutes from the time the boat caught fire the passengers were all compelled to jump into the lake.

There were fifty-seven persons, passengers and crew, on the Champlain, and of these thirty-seven are known to be saved. Captain Casey says that within ten minutes from the time the fire broke out the boat was in flames. The captain gave immediate orders for lowering the lifeboats and headed for Fisherman's Island. She grounded a mile from shore, however, and the passengers were forced into the water, many of them, in their excitement, jumping overboard. The books were lost. The clerk, Henry Brennan, died of exhaustion after being picked up.

Miss Ella Wilson, of Petosky, says she retired about 10 o'clock, and was aroused by a lady who said the boat was on fire. She first went aft, but came back and reached the bow, where she was let down by ropes into the water. She saw a gentleman clasp his little son in his arms and jump overboard. Both sank and were not seen again. Miss Wilson and a male companion floated for some time and finally reached a piece of wreck, to which they clung until rescued by Captain Casey.

W. B. Allbright, of Chicago, heard a shriek about midnight. It was the cry of the scorched engineer. He looked after the safety of some lady passengers, and then, with Mr. Russell, of Jackson, jumped into the water and struck out for shore. Mr. Russell became chilled and discouraged and started back. Allbright saw no more of his companion until he discovered his dead body on the beach. Allbright was rescued after two hours, though he would have been left to his fate had not a friend recognized his voice, and insisted upon his being taken aboard a boat which was even then loaded to the water's edge.

The passengers and crew of the steamer Champlain when she left her dock on Tuesday night, June 14, at 9 o'clock were the following:

Miss Mary Anderson, Traverse City.
Mrs. Mary Wakefield, Charlevoix.
Mrs. M. Keough, Chicago.
William Samson, Mackinac.
Ella Wilson, Petosky.
George Miller, Charlevoix.
Mrs. Ella Smith, Charlevoix.
Mrs. Bedford, Charlevoix.
Mrs. Martin LeBoe, Ella and Agnes LeBoe, the wife and two children of the steward.

The crew were:

Edward Casey, captain, Manistee.
Ira Bishop, first mate, Pulaski, N. Y.
James Thorpe, second mate, Milwaukee.
Martin LeBoe, steward, Chicago.
Henry Brennan, clerk, Chicago.
John McCaffrey, engineer, Manistee.
Four Indian deck-hands, from the Peninsula.
Frank Scully, a helper in the kitchen, Cheboygan.
Antoine Sparrow, fireman, Milwaukee.

The other passengers got on the vessel at various points along the route.

Captain Casey has been in the Champlain since 1882. A year before that time the St. Albans was lost off Milwaukee while he was her captain. Before going into the St. Albans Captain Casey commanded the propeller City of Toledo. Henry Brennan, the clerk of the Champlain, and who is among the missing, was 24 years of age. He graduated from the docks, having been in the employ of the company for seven years. Before going in the Champlain he served a year in the office and two years on the steamer Lawrence. Mrs. Mary Keough, who perished in the flames, was the invalid wife of Martin Keough. Mabel, her daughter, was saved. The steward, Martin LeBoe, had early last week made arrangements for an excursion for his wife and two little ones to Cheboygan and return. On Tuesday night the passenger list being small, permission was granted Le Boe to take them. Accordingly Mrs. Le Boe, Ella, aged 3 years, and Agnes, aged 5 years, accompanied the steward on the trip. Late advices from Charlevoix say that the steward and his wife were saved, but that the two little ones perished.

LIST OF THE KNOWN LOST.

Ella C. Smith, of Charlevoix.
Robert Wilkes, of Charlevoix.
Mrs. M. Keough, of Chicago.
R. M'Keel, of Charlevoix.
Steward LeBoe's two children, aged 3 and 5, respectively, Chicago.
Captain Lucas, of Petosky,
Henry Brennan the clerk, a fireman, a second cook, and a cabin boy, of Chicago.
Mr. C. H. Russell, of the Jackson, Mich. Corset Co.
A gentleman and a boy from Milwaukee, bound for Mackinac.
One waiter and four Indian deckhands.
A lady and daughter from Frankfort, names unknown.

RESCUED FROM THE SHORE.

Those saved floated an hour and a half, when they were rescued by a yawl and fishboats from the shore. Several of those saved were badly burned.

The following are among the saved:

Captain Casey.
Mates Harry Bishop and Joseph Thorp.
Wheelsmen S. Bishop and James Parr.
Watchman James Markey.
Engineers John McCaffery and Warne, the former badly burned.
P. Katon, first cook.
Roy Hamilton.
Miss Keough, of Chicago, a waitress.
Mrs. Jangalls, of Petosky.
Mrs. H. Bedford, George Miller, Mary Wakefield, Wm. Stevens, Henry Wilkes, Fred Wrisley, all of Charlevoix.
W. B. Allbright, of Chicago.
Steward Martin Le Boe and wife, Chicago.
Mrs. Kane, the stewardess.
Antoine Sparrow, of Charlevoix, and one white deckhand.
R. Whittemore, of Milwaukee.
Miss Ella Wilson, of Petosky.
E. Fall, of Bear Lake.

The are seven others not accounted for.

The fire was caused by the explosion of a lamp, which was knocked off a table by a fireman. Seven bodies have been found, and two more bodies were found in the burned hull.

J. F. Burke, of Chicago, telegraphed P. J. Klein from Charlevoix, that fourteen of the twenty-two bodies had been recovered. Some of them were buried Monday, and the day was one of general mourning at Charlevoix. The burned hull has been towed into shallow water at Round Lake. She is burned down to the 10-foot mark aft and the 3-foot mark forward, and will probably prove a total loss, although the insurance companies will send an agent to look her over.

The lost vessel was built at Ogdensburg in 1868 for Burke & Klein, at a cost of $30,000, by the Keating Ship building Co. Her gross tonnage registered 437.92. Her length was 135 feet over all, 26 feet beam, and 11 feet depth of hold. In 1874 she was rebuilt at Manitowoc at a cost of $15,000. She was equipped at Chicago with a new boiler and compound engines. Her freight, valued at about $12,000, was mostly of the package order, and will prove a total uninsured loss.

LOSS OF THE STEAMBARGE P. H. WALTERS.

A terrible disaster occurred on Lake Erie Monday evening, in which eight human souls went down to death without a moment's warning. The steambarge, P. H. Walter, loaded with stone at Marblehead, started for Cleveland Monday afternoon, having on board the captain, J. G. Gillespie, J. H. Flora, mate, an engineer, fireman, two deck hands and a cook, and Captain Gillespie's, wife and four children. About 7 o'clock, after the boat had well started on her trip, a heavy squall struck the barge and capsized her the vessel filling from the hatches. The squall struck so suddenly that no preparations had been made to receive it, and the result was that the water rushed down the hatches and filled the barge, while some of the crew were resting below. The boat went down with twelve persons aboard and out of this number but four were saved.

The captain grasped his wife with one arm, and a child under the other, and sprang over the side as the barge sank. The mate was in the wheelhouse, and he jumped through the window over the side of the boat into the water. The sea rushed over the sunken ship, and the only persons not drawn beneath the waves was the captain, his wife, two children, and the mate. The captain's wife, despite his efforts to rescue her, slipped from his grasp and sank beneath the boiling waters. The brave master clung to the child and floated about until he saw a loose fender near him. Grasping this he lifted the child upon it, and clung to the buoy himself. In the meantime the mate was struggling for life in the seething sea. Seing someone near him he called out, and a voice replied that it was the captain's eldest son who was floating near him. He swam to the boy's aid and the two secured fenders tied them together with the ropes attached to them and thus formed a small raft. While on the raft they espied the captain clinging to a fender, and they went to his rescue. All night long the men and boys clung to the raft. Several times the lights of passing vessels were seen. They shouted for aid, but the noise of the storm drowned the voices. At last, toward morning, they espied the lights of the Pearl.

Almost discouraged by the failures to be heard by other vessels, they renewed the calls for aid. The steamer had passed them when they saw her turn and run toward them. They were almost completely exhausted when drawn on board the steamer. Every attention was paid to the rescued men by Captain Edwards and his crew, and at 6 o'clock Tuesday morning, they arrived in Cleveland.

The number of unfortunates who have been lost is eight, while only four are known to be saved. The list of the lost is as follows:

Mrs. J. G. Gillespie, the master's wife, Port Clinton.
Alphos Gillespie, the master's son.
Jenny Gillespie, the master's daughter.
Peter Grimes, engineer, Cleveland.
John Peterson, fireman, residence unknown.
Gust Shafer, wheelsman, Sandusky, his first trip on the vessel.
Peter Powley, deck hand, Lighthouse Station, Ohio.
Kate Powley, wife of Peter, stewardess.

The saved are:

Captain J. G. Gillespie, master, Port Clinton.
George Gillespie, aged fifteen years, son of the master.
Isaac Gillespie, aged eight years, son of the master.
James Flora, mate, Port Clinton.

Captain Gillespie is completely overcome by the terrible loss he has sustained. He will charter a tug and make a search for the bodies of the unfortunate crew and members of his family. Mr. Flora the mate describes the squall as terrific. The force of the wind, he says, bore the vessel over on her side until the water rushed in torrents through the hatches into the hold. He says the time was so short between the first puff of wind and the sinking of the barge that not an order could be executed. He does not think that more than fifteen seconds elapsed between the time the squall struck the ship before she sank. As she went down he sprang from the wheelhouse into the water. Captain Gillespie has requested all vesselmen who may find floating bodies of the drowned to telegraph him either at Sandusky or Port Clinton.

The barge P. H. Walton was built at Sandusky in 1872, rebuilt in 1880, and was owned by Homegardner. Her tonnage was 102 tons and graded 00.

LAKE FREIGHTS.

Freights are firm with an advancing tendency, and tonnage scarce. Wheat, Chicago to Buffalo, secured an advance of 1 cent and corn ⅞c, while the rate from Duluth fell off ½c. We quote:

ORE.	
Escanaba to Chicago	95c
Escanaba to Ohio ports	1 60
Marquette to Ohio ports	2.00
Ashland to Ohio ports	2.50
Two Harbors to Ohio ports	2 60
GRAIN.	
Wheat, Duluth to Buffalo	7½c
Corn, Chicago to Buffalo	5½c
Wheat, Chicago to Buffalo	6c
Wheat, Milwaukee to Buffalo	3½c
Wheat, Detroit to Buffalo	2¼c
COAL.	
Buffalo to Milwaukee	1.20
Buffalo to Chicago	1.25
Buffalo to Duluth	85c
Cleveland to Milwaukee	90c
Cleveland to Chicago	1.00
Cleveland to Duluth	85c
LUMBER.	
Bay City to Tonawanda	$2 00
Bay City to Ohio ports	1 75
Saginaw to Tonawanda	2.25
Saginaw to Ohio ports	2 00
Muskegon, to Chicago	1 50
Alpena to Tonawanda	1.75
Ontonagon to Cleveland	3 00

Goble is trying to make a clipper out of the schooner Comanche. Last year that vessel was wrecked on Lake Ontario while bound for Oswego with a cargo of grain. She was released this spring and has been rebuilt. The other day Mr. Goble went down to New York and purchased the entire suit of sails that was carried by the yacht Priscilla when she beat the Genesta. This canvas will be fitted to the Comanche.

[*Around the Lakes Continued from 1st Page.*

SANDUSKY.

The steamer Jay Cook was disabled Monday morning half a mile from her dock here by the breaking of her walking beam, which was found to have had a flaw in the top strap aft. The connecting rod of course became detached from the beam and fell its full length upon the deck, through which it went with a crash into the after part of the cabin, which, fortunately, was unoccupied. The rod broke a hole about 12 feet long and 2 feet wide in the floor of the cabin and hung suspended over a supporting post on the lower deck. The Cooke was at once brought here by a tug. It is estimated that she is damaged to the extent of between $3,000 and $4,000, to say nothing of the loss she will sustain by being off the route a month. An effort is being made by her owners to charter a boat to run in her place.

OTTAWA.

Following is the full text of the order-in-council passed in reference to Welland canal tolls: "Notice is hereby given that his excellency, the governor general, has this day, June 13, ordered that wheat, Indian corn, peas, barley and rye, which have paid full tolls for passage through the Welland canal, shall be free from any further toll on the St. Lawrence canals, even if it does not traverse the whole of the distance to Montreal." From the foregoing it will be seen that grain passing through the canal from one American port to another will have to pay the toll imposed at the beginning of the season.

MILWAUKEE.

Information from Kenosha assures the safety of the yacht Harry Burke, which was believed to have foundered in a storm with twelve people aboard. The vessel was on a return trip from Chicago to Racine; was struck by a furious windstorm and driven thirty miles out on the lake, but rode it unharmed, arriving at 9 o'clock Sunday morning.

Three years ago the side wheel steamer Grace Grummond, running in the passenger trade out of Chicago, was partially destroyed by fire. Her hull is iron and she is now being converted into a lumber barge at Milwaukee. When ready for sea the Grummond will be a consort of the steamer New Era.

It is said Captain Casey of the burned propeller Champlain has been offered command of a steamship building at Wolf & Davidson's yard.

WEST BAY CITY.

Captain James Davidson is now at work at West Bay City on two steamers he is building on his own account. One, to be ready by September, is 304 feet over all, 40 feet beam, 22 feet hold; she will have a Trout compound engine with cylinders 28 and 54x45 inch stroke. The other, to be finished in October, is 235 feet over all, 36 feet beam, 20 feet hold, and will have a Trout engine with cylinders 22 and 44 by 40 inch stroke. Captain Davidson a few days ago sent to Washburn a large tug which he built and sold there.

OTTAWA.

The Official Gazette contains an order removing tolls on grain passing through the Welland canal.

The government has decided to erect lights on Point Au Baril, Georgian Bay, between Perry Sound and Byng Inlet.

ASHTABULA HARBOR.

The body of a sailor named John Berry was picked up in the river Tuesday morning by one of the tugs. The man had shipped in the schooner Genoa, but for some unknown reason he did not go out on her.

ASHLAND.

Efforts are to be made at once for the raising of the wreck of the schooner Lucerne lost in a severe gale last fall, twelve miles from Ashland. Mr. James Corrigan of Cleveland, her owner, has been looking her over within the last few days, and has become satisfied that she is worth saving. He is now in the locality of the wreck, and Wilson, the diver, is on the way there. Captain John Brown of Cleveland will superintend the wrecking expedition and will sail the schooner if she can be raised.

OWEN SOUND.

The Canadian Pacific railway steamer Athabasca was released from Cove Island Sunday afternoon by the tug Siskiwitt. She arrived here early Monday morning. The barge Chamberlain took a large portion of the grain off the Athabasca and about 10,000 bushels were thrown overboard, after which she came off easily and without damage. She goes on the drydock here to be examined.

Shipments of iron ore from the mines of Marquette and Menominee ranges for the season, up to and including Wednesday, June 1, are as follows: Marquette, 103.797 tons; St. Ignace, 14,477 tons; Escanaba, 319,359 tons. Shipments of iron ore from the port of Ashland for the current season, up to and including Tuesday, May 31, were 103,792 tons, and the shipments from Two Harbors to May 28 were 28,188 tons. Total 465,821 tons.

VESSELMEN AND CAPTAINS,

Please bear in mind, that the undersigned firm, established since 1866 in this city, are making a specialty of supplying vessels with ☞*Comfortables, Blankets, Table linen, Towels* etc., and sew *to order* ☜ at the *shortest notice, Sheets, Pillow cases*, etc., and any necessary equipments for bedding. Also, are we the only manufacturers in this *city* who *retail* direct to the consumer all kinds of ☞*Flannel Shirts*, double and single-breasted, real home-made in size, fit and sewing. *Overalls, Jean Pants,* or make them ☞*to order*☜ for the same price as we sell our ready made garments. ☞Our *new cutter*☜ takes measures for the most stylish *Cassimere Suits, Wedding Suits*, etc., and guarantees the best fit for the lowest prices, because he wishes to advertise himself and has *no expenses*, being in our store, free of rent. *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No 8, N. Y. B & A Express	*8 30 A M	*3 55 A M
No 26, Elyria Accommodation	†7 45 A M	
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston, "Flyer"		*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via " "	§5 20 A M	5 35 A M
No 25, Mich Accom Norwalk		†5 35 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M. E. GAUL, City Passenger Agent.
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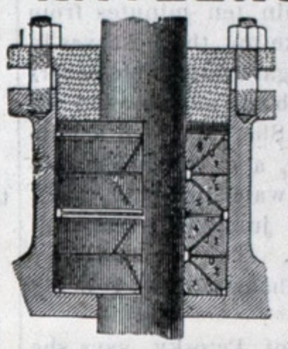

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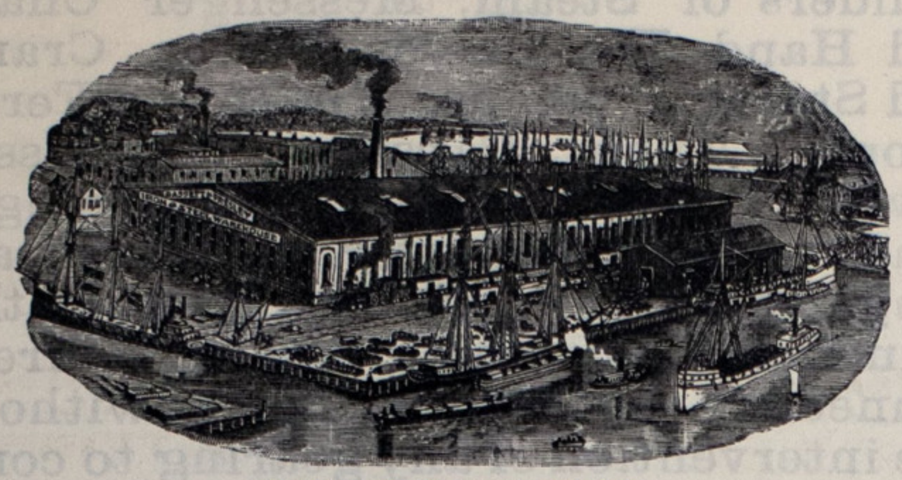

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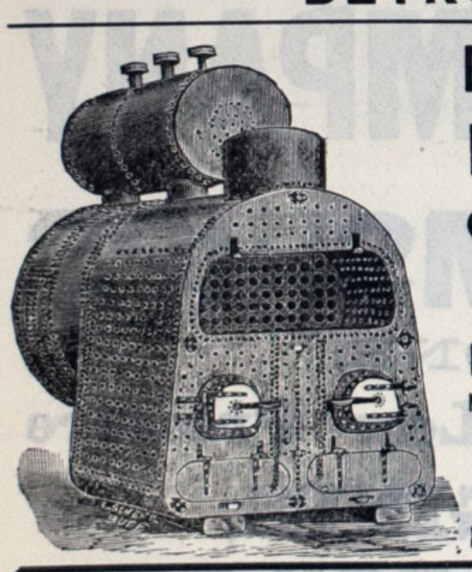

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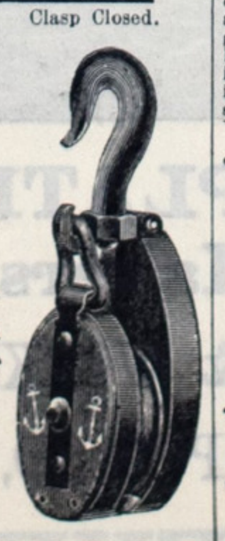

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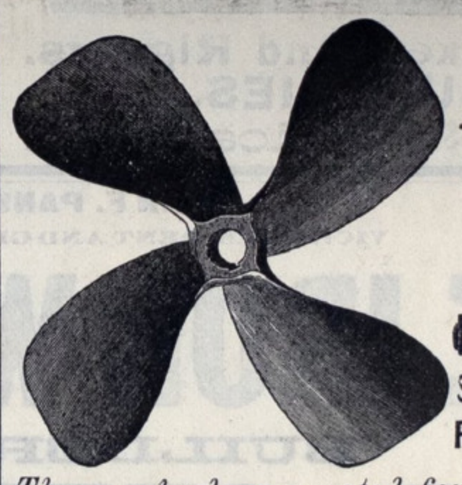

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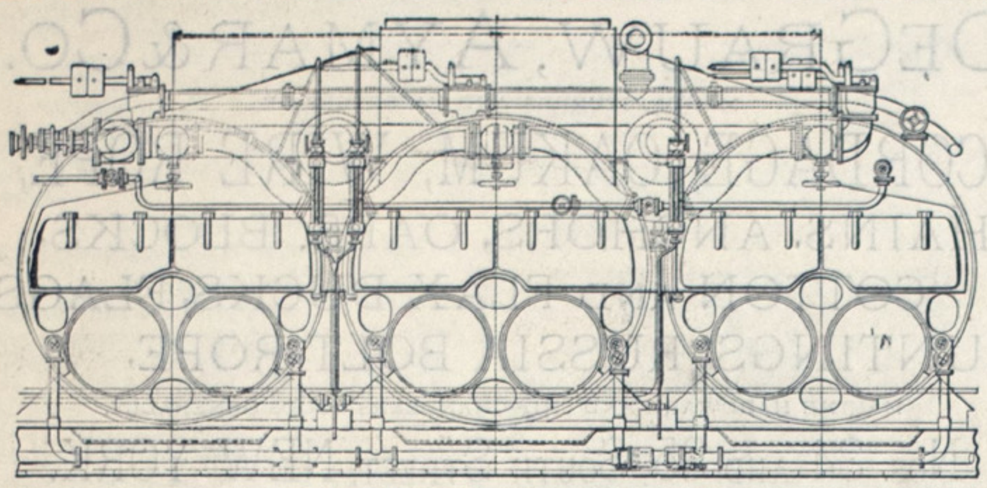

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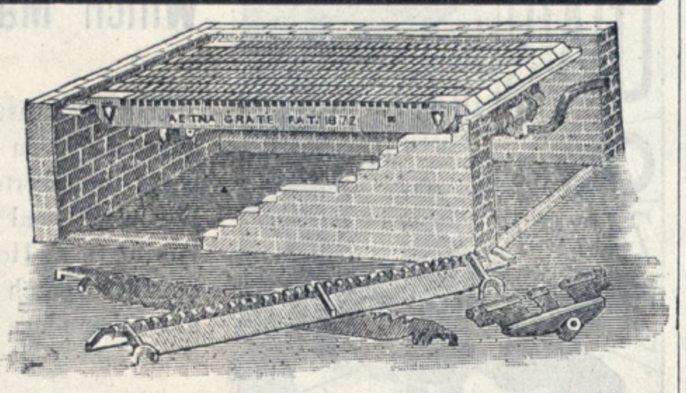

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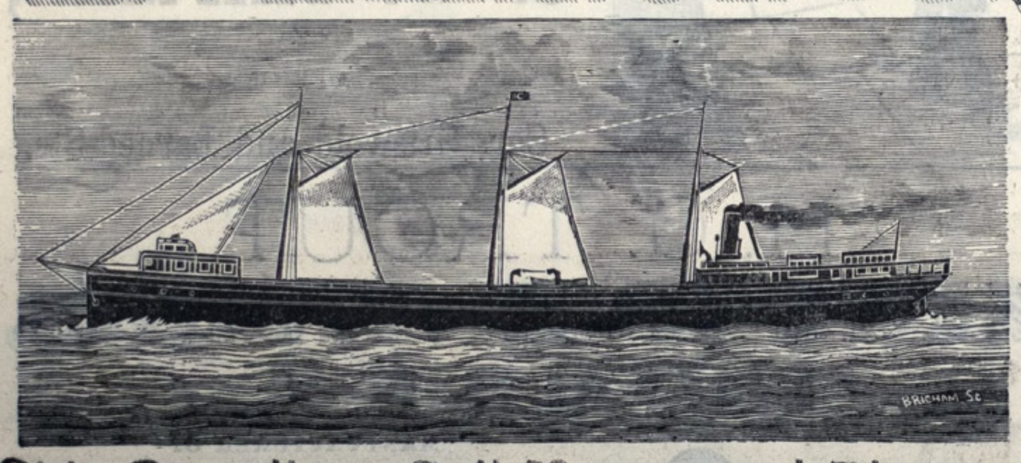

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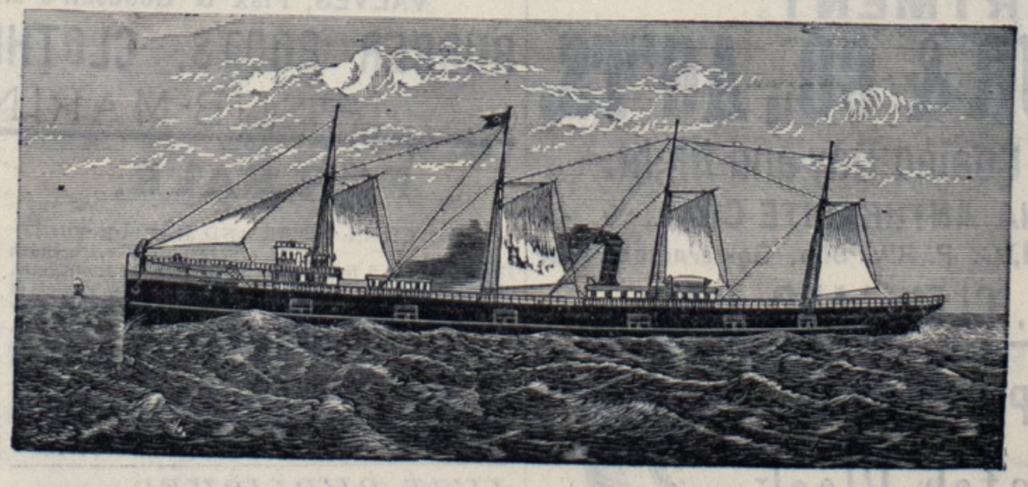

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